

## Message Text

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ACTION AF-08

INFO OCT-01 ARA-06 EUR-12 ISO-00 CAB-02 CIAE-00 COME-00  
DODE-00 DOTE-00 EB-07 INR-07 NSAE-00 CIEP-01 FAA-00  
L-03 H-01 PM-04 NSC-05 SP-02 SS-15 IO-13 /087 W  
-----121728Z 019585 /65

R 121530Z JAN 77  
FM AMEMBASSY DAKAR  
TO SECSTATE WASHDC 7845  
INFO AMEMBASSY ABIDJAN  
AMEMBASSY COTONOU  
AMEMBASSY BANGUI  
AMEMBASSY LIBREVILLE  
AMEMBASSY MONROVIA  
AMEMBASSY NIAMEY  
AMYBASSY NOUAKCHOTT 3683  
AMEMBASSY OUAGADOUGOU  
AMEMBASSY LOME  
AMEMBASSY LAGOS  
AMEMBASSY LONDON  
AMEMBASSY PARIS  
AMEMBASSY PORT AU PRINCE  
AMCONSUL MARTINIQUE

C O N F I D E N T I A L SECTION 1 OF 2 DAKAR 0260

E.O. 11652: GDS  
TAGS: EAIR, SG  
SUBJECT: AIR AFRIQUE

REF A STATE285700,B STATE 309044, C DAKAR 7945

1. SUMMARY: HIGH IMPORTANCE SENEGAL ATTACHES TO  
INTERNATIAL AVIATION DRIVES FROM DESIRES TO MAXIMIZE DAKAR'S  
ROLEAS AFRICAN CROSSROADS AND BUKLD LINKS TO INTERNATIONAL  
BLACK DIASPORA. SENEGAL'S COMMITMENT TO SEEK AIR TIES TO CAR-  
IBBEAN RESULTS FROM PLEDGES MADE DURING PRESIDENT  
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SENGHORS'S 1976 VISIT TO  
ANTILLES. AMBITIOUS CULTURAL ASPIRATIONS MAKE  
SENEGAL RELIANT ON GREATER RESOURCES OF MULTINATIONAL  
COMPANY LIKE AIR AFRIQUE. SENEGAL APPEARS BASICALLY  
SATISFIED WITH AIR AFRIQUE OPERATIONS AND WITH  
INFLUENTIAL ROLE WHICH IT SHARES IN COMPANY WITH IVORY  
COAST. ON BILATERAL ISSUES, AIR AFRIQUE REPRESENTATIVE

IN SENEGAL PERCEIVES LACK OF EQUALITY BETWEEN PAN AM AND AIR AFRIQUE UNDER PRESENT ARRANGEMENTS. PLEASE ADVISE US POSITION ON CONSIDERING ALTERNATIVES TO MIAMI AS GATEWAY FOR ANTILLES ROUTE. END SUMMARY.

2. PURSUANT TO REFTTEL, EBMOFFS HAVE DISCUSSED SENEGAL'S RELATIONS WITH AIR AFRIQUE WITH FOREIGN MINISTRY PERSONNEL, GOS DIRECTOR OF TRANSPORT NDOYE (REF C) AND, MOST RECENTLY, THEOPHILE KOMACLO, TOGOLESE NATIONAL WHO IS AIR AFRIQUE REPRESENTATIVE IN SENEGAL. KOMACLO IS WELL-INFORMED ON INTERNAL AIR AFRIQUE POLITICS AND, THOUGH HE IS NOT AT POLICY-MAKING LEVEL, IS HARD-LINER ON RELATIONS WITH PAN AM.

3. IMPORTANCE OF INTERNATIONAL AVIATION TO GOS CANNOT BE OVER-EMPHASIZED. CAPITALIZING ON SENEGAL'S TRADITIONAL ROLE AS HUB OF AIR ROUTES BETWEEN NORTH AMERICA AND AFRICA AND BETWEEN EUROPE AND SOUTHAMERICA, SENEGALESE HAVE MADE MAJOR EFFORT (WITH CONSIDERABLE SUCCESS) TO PROMOTE DAKAR AS INTERNATIONAL CONFERENCE AND TOURIST CENTER. THIS POLICY DOVETAILS WITH CENTRAL EMPHASIS ON "DIALOGUE" IN SENEGALESE FOREIGN RELATIONS AND SUPPORTS GOS OBJECTIVES OF STRENGTHENING INTRA-AFRICAN COOPERATION AND FORGING TIES TO INTERNATIONAL BLACK DIASPORA. AIR LINKS OFFER CONVENIENT TOOL TO ADVANCE THIS EFFORT.

4. SENEGAL RECOGNIZES THAT ITS PERCEIVED VOCATION AS AN AFRICAN CROSSROADS CANNOT BE FULFILLED ON ITS  
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OWN. IT ESCAPES NO ONE THAT SENGAL'S OWN MODEST RESOURCES ARE INSUFFICIENT TO SUPPORT AN AIRLINE IN KEEPING WITH ITS CULTURAL AMBITIONS. (RECENT PURCHASE OF BOEING 727 FOR PRESIDENT SENGHOR'S INTERNATIONAL TRAVEL REPRESENTED ABOUT AS MUCH OF A STRAIN AS COUNTRY COULD BEAR FORMODER JET AIRCRAFT TO CARRY SENEGALESE FLOG ALOFT.) THUS, FROM SENEGALESE PERSPECTIVE, IF AIR AFRIQUE DID NOT EXIST, SOMETHING LIKE IT WOULD HAVE TO BE CREATED. CONVERSELY, KOMACLO CONSIDERS SENEGAL VIRTUALLY INDISPENSABLE FOR AIR AFRIQUE; HE POINTS OUT THAT DAKAR-EUROPE ROUTES GENERATE GOOD PROPORTION OF AIR AFRIQUE RECEIPTS AND THAT MANY SENEGALESE HOLD KEY POSTS IN COMPANY.

5. IN RECENT CONVERSTAIONS WITH US, PRIME MINISTER DIOUF AND OTHERS HAVE MADE CLEAR THAT SENEGAL'S INTEREST IN FLIGHTS TO CARIBBEAN STEMS FROM COMMITMENTS MADE BY PRESIDENT SENGHOR DURING HIS FEBRUARY 1976 "VOYAGE OF NEGRITUDE" TO GUADALOUPE, MARTINIQUE AND HAITI (76 DAKAR 0495). COMMUNQUES

ENVISAGED WIDE-RANGING EXCHANGES OF EXPERTS AND ARTISTS BETWEEN ANTILLES AND SENEGAL, BUT SENGHOR'S HOSTS REPORTEDLY COMPLAINED THAT THEY HAD NO WAY OF TRAVELLING TO AFRICA WITHOUT TRANSITTING US OR EUROPE. HAITI VISIT PRODUCED EXPLICIT SENEGALESE PLEDGE TO SEEK TO ARRANGE CIVIL AVIATION ACCORD ENABLING AIR AFRIQUE TO INCLUDE PORT-AU - PRINCE ON ROUTES TO ANTILLES (76 PORT-AU-PRINCE 0563). PAST HISTORY SUGGESTS TENACITY OF WHICH PRESIDENT SENGHOR IS CAPABLE IN STRIVING TO FULFILL PERSONAL COMMITMENTS MADE DURING SUCH TRIPS.

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C O N F I D E N T I A L SECTION 2 OF 2 DAKAR 0260

6. EMBASSY SENSES NO SENEGALESE DISSATISFACTION WITH MANAGEMENT OR PROFITABILITY OF ARI AFRIQUE, OR WITH ITS DEGREE OF INFLUENCE IN AIR AFRIGUE POLICY-MAKING. ALTHOUGH DECISIONS ARE MADE BY CONSENSUS, WITH ONE VOTE PER COUNTRY, SENGALSES WITH WHOM WE HAVE TALKED

AND KOMACLO WERE IN ACCORD THAT BOTH SENEGAL AND  
IVORY COAST ENJOYED MORE INFLUENCE THAN OTHER MEMBERS.  
IN TODAY'S CLIMATE OF HARMONIOUS RELATIONS BETWEEN  
DAKAR AND ABIDJAN, THIS BALANCE IS QUITE  
ACCEPTABLE FROM SENEGALESE POINT OF VIEW.

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7. WITH RESPECT TO PAN AM, KOMACLO ASSERTED THAT  
"EQUALITY OF OPPORTUNITY" DID NOT EXIST UNDER PRESENT  
ARRANGMENT. IN EXCHANGE FOR AIR AFRIQUE'S ONE DAKAR-  
NEW YORK WEEKLY FREQUENCY, PAN AM HAD THREE, HE  
ARGUED, AND PAN AM ALSO HAD ACCESS TO TWO ADDITIONAL  
AIR AFRIQUE CAPITALS.

8. KOMACLO WAS APPARENTLY UNINFORMED ON GOIC  
NEGOTIATING POSITION, AS HE PROFESSED TO SEE NO  
CONFLICT BETWEEN SENEGALESE AND IVORIAN POSITIONS  
WITH REGARD TO FIFTH FREEDOMS WITHIN AND WITHOUT  
AIR AFRIQUE COUNTRIES. EACH COUNTRY WOULD AWARD  
FIFTH FREEDOM RIGHTS FROM THEIR NATIONAL AIRPORTS  
IN EXCHANGE FOR SIMILAR CONCESSIONS BY USG AND  
PAN AM, AND ALL AIR AFRIQUE COUNTRIES WOULD STAND  
BY THE DECISIONS OF EACH MEMBER, HE CLAIMED..

9. EMBASSY HAS DELIVERED NOTE TO FOREIGN MINISTRY PROPOSING  
WEEK OF APRIL 11 FOR RESUMPTION BILATERAL CIVIL AIR NEGOTIATIONS  
IN WASHINGTON. AMBASSADOR IS SEEKING APPOINTMENT  
WITH PRIME MINISTER'S OFFICE FOR FACT-FINDING EFFORT REQUESTED  
IN STATE 272925. PLEASE CONFIRM  
THAT TALKING POINTS PROVIDED STATE 285043 REMAIN VALID INSTRUCTIONS.  
IN PARTICULAR, WOULD APPRECIATE KNOWING WHETHER  
THERE IS ANYTHING TO BE GAINED FROM FEELING OUT SENEGALESE  
FLEXIBILITY FOR ACCEPTING ALTERNATIVE TO MIAMI AS GATEWAY  
FOR ANTILLES ROUTE. WOULD NEW YORK OR WASHINGTON GIVE US SAME  
PROBLEMS? AGGREY

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## Message Attributes

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